



To: I-405 Executive Committee
From: Project Management Team
Date: January 13, 2000

Subject: **First Level Screening Results for I-405 Corridor Program**

Our Project Management Team has completed the first level screening of the extensive list of ideas developed to address transportation problems in the I-405 corridor.

Review Of The Adopted Analysis Process

The Executive Committee decided that the "Alternatives Analysis Process" should consist of two levels of screening. **Figure 1** shows this process in a flow chart.

The following general principles were used to select screening criteria:

1. Respond to Purpose and Need and transportation objectives.
2. Screen concepts within common modal categories at the first level screening. Then, measure effectiveness for the entire transportation system, inclusive of all potential transportation modes, at the second level.
3. Have clear definitions.
4. Be simple, but comprehensive.

This approach has been used in the developing the following findings.

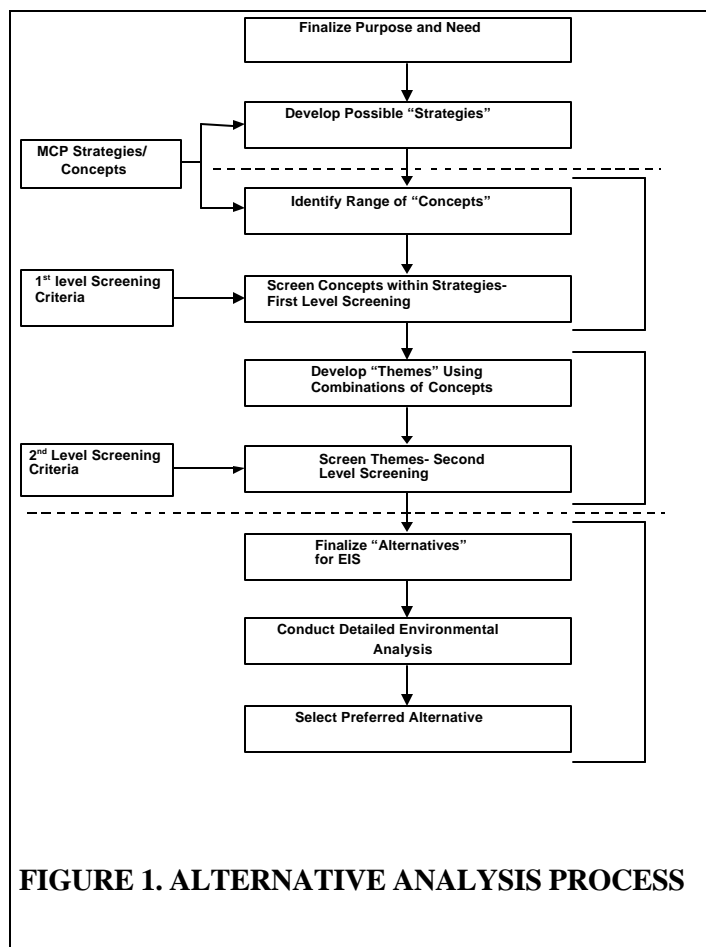


FIGURE 1. ALTERNATIVE ANALYSIS PROCESS

First Level Screening Results

Over 300 ideas were proposed from previous studies (e.g. the I-405 Multimodal Corridor Project), the public open houses held in October 1999, and the Citizen Committee workshop held on October 26, 1999.

The purpose of the first level screening was to eliminate those ideas or concepts that do not clearly meet the following three criteria:

- A. Will the concept meet the transportation objectives — improve mobility, reduce roadway traffic congestion, and improve safety?
- B. Can we reasonably mitigate any known environmental impacts?
- C. Is the concept feasible to implement (within physical constraints and available technology)?

In addition, we included a “ballpark” cost estimate for each concept based upon planning-level cost methodology and/or actual costs of similar recently-completed projects.

Table 1 summarizes the ideas that the project management team believes are considered “borderline” in terms of the stated criteria. Some of these ideas, such as congestion pricing, have merit in a regional context but would be very difficult or impossible to implement solely within the study area. Such ideas will be forwarded to the Puget Sound Regional Council for consideration in the Metropolitan Transportation Plan update process.

The Steering Committee recommended in December **not** to formally screen-out, or eliminate any of these “borderline” concepts. However, they will not be included in any of the themes currently being developed. Once the themes have been selected and evaluated during the second-level screening, we will reexamine whether any of these borderline concepts might in fact have value as a component of the EIS alternatives.

Table 1- “Borderline” Concepts/Ideas Based Upon First-Level Screening Results

| Category | Concept/Idea | Rationale for Elimination |
|---------------------------------|---|---|
| I-405 Through Capacity | <ul style="list-style-type: none"> • Reduce I-405 by 1 lane | Doesn't meet transportation objectives relating to reducing congestion |
| | <ul style="list-style-type: none"> • Reversible Express Lanes (2 lanes)- I-5 South to SR 520 | Directional split on I-405 not sufficient to justify reversible lanes |
| Arterial Capacity | <ul style="list-style-type: none"> • Make right turns free flow on arterials | Included in broader arterial improvements |
| Interchange Improvements | <ul style="list-style-type: none"> • Reduce number of interchanges | Doesn't meet mobility needs for many study area residents/employees; caters to long distance trips. |
| Other Freeways | <ul style="list-style-type: none"> • Remove sound walls | Needed to provide environmental mitigation |
| HOV | <ul style="list-style-type: none"> • Convert Existing General Purpose Lanes to HOV lanes | Unlikely to meet transportation objectives relating to reducing congestion |
| | <ul style="list-style-type: none"> • Open Existing HOV lanes to General Purpose Traffic (Note: Idea to open HOV lanes to GP traffic during off-peak times is a viable concept) | Doesn't meet transportation objectives relating to mobility; HOV lanes are essential to Sound Transit program |
| Freight | <ul style="list-style-type: none"> • Barrier Separated Freight Lanes (Note: This concept relates specifically to building freight lanes physically separated from other modes) | Truck volumes not expected to provide sufficient demand relative to other modes |
| | <ul style="list-style-type: none"> • Convert Existing General Purpose Lanes to Freight Lanes | Truck volumes not expected to provide sufficient demand relative to other modes |
| Transit | <ul style="list-style-type: none"> • Provide Event Buses | Important concept but not related to typical trips in study area |
| | <ul style="list-style-type: none"> • Improve Evergreen Point Transit Station | Send to Trans-Lake Study for consideration |
| Non-Motorized | <ul style="list-style-type: none"> • Bike lanes on NE 70th overpass | Consider in context of overall grade crossings of |

| | | |
|---|--|---|
| | | I-405 |
| | <ul style="list-style-type: none"> Barrier Separated Bike Lanes | Idea not specific enough to assess |
| | <ul style="list-style-type: none"> More pedestrian signals | Not a regional concept; good local jurisdiction strategy |
| Transportation Demand Management | <ul style="list-style-type: none"> Subsidize relocation of workers to areas of employment | Needs to be considered regionally |
| | <ul style="list-style-type: none"> Gas Tax | Needs to be considered statewide or regionally |
| | <ul style="list-style-type: none"> Remove unlicensed drivers | Needs to be considered statewide or regionally |
| | <ul style="list-style-type: none"> Congestion Pricing | Needs to be considered regionally (Some components could be done in corridor) |